

CHAPTER 205

MOVEMENT OF SENSITIVE CONVENTIONAL AA&E, CLASSIFIED (SECRET AND CONFIDENTIAL), AND CCI SENSITIVE ITEMS

A. GENERAL

1. This Chapter implements the policies of DOD 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives and Paragraph 80206G, DOD 5105.38-M, Security Assistance Management Manual (SAMM) for transportation of sensitive conventional AA&E, DOD 5200.1-R for classified shipments, and the National Security Agency Communication Security Manual for CCI shipments. It establishes procedures and responsibilities applicable to worldwide shipments requiring a TPS. Nothing herein is to be construed to prohibit transportation security responsibilities and procedures as established by the CINCs. Department of Energy (DOE) funded shipments are not included in this Regulation. For DOE information, call commercial 505 844-7269 or DSN 244-7269. The shipper should not release CAT I and II shipments if the carrier in-transit delivery time will place the carrier at destination during closures, holidays, or weekends.

2. The following are types of classified and sensitive shipments:

- a. DOD-funded.
- b. Made under the DOD FMS regardless of ownership.
- c. Made by a contractor or subcontractor.
- d. Funded by other Government agencies participating in the DOD industrial security program.

3. TPS guidelines set forth in this Chapter are the minimum requirements applicable to the movement of sensitive and classified material, including demilitarized and retrograde cargo. TPS guidelines accomplish the following:

- a. Prescribe procedures for insuring adequate protection of material requiring TPS and for minimizing freight loss and damage caused by negligence or unauthorized or illegal acts.
- b. Establish procedures to maintain shipment accountability.
- c. Provide a means for corrective or compliance action.

4. Force Protection Conditions (FPCON) are defined in DOD 0-2000.12-H, Handbook, Protection of DOD Personnel and Activities Against Acts of Terrorism and Political Turbulence. The FPCON cited herein is the baseline CONUS FPCON as established by the SECDEF or the USCINCTrans declared FPCON for DOD CONUS transportation, whichever is more stringent. FPCONs discussed in this Chapter are those that are applicable at origin or destination. Where there is a difference between origin and destination, the highest FPCON applies. When shipping directly from origin to destination, the higher FPCON of the two

facilities applies. When the trailer is scheduled to stop in-transit, the shipper should also factor the FPCON of the in-transit stop.

5. Following are the emergency and operational contact telephone numbers referenced throughout this Chapter:

- a. Defense Transportation Tracking System (DTTS): commercial 800 826-0794.
- b. MTMC Carrier Assistance Hot Line: commercial 800 524-0331.
- c. MTMC Operations Center telephone: commercial 757 878-7555/8141 or DSN 826-7555/8141.

B. POLICIES

1. Shipments of unclassified, non-sensitive material may be combined with material requiring TPS, if the required TPS is applied to the entire shipment.
2. Trailers containing material requiring TPS must always be connected to tractors during shipment except when stopped at a:
 - a. DOD activity for loading or unloading.
 - b. Carrier terminal for servicing.
 - c. Carrier-designated point where the driver or qualified carrier representative maintains continuous surveillance over the shipment while disconnected.
 - d. State or local secure holding area that meets terminal safety security standards.
 - e. DOD installation or DOD contractor secure holding area.

C. RESPONSIBILITIES

1. TCCs or the overseas theater CINC will:
 - a. Develop, administer, and maintain transportation security procedures for TPS.
 - b. Provide transportation security advice and assistance to TOs and carriers.
 - c. Monitor carrier compliance with TPS requirements.
 - d. Investigate transportation security incidents and accidents within assigned geographical AOR.
2. DOD Components will ensure that shipping activities comply with DOD transportation security procedures for shipments requiring TPS.

3. The TO will:

a. Conduct advance shipment planning.

(1) Contact the destination activity to confirm they have the ability and intent to receive and secure the shipment.

(2) Annotate the line item remarks on the BL and supporting documents correctly to identify the commodity, CAT, HAZMAT information and certification, required TPS, shipper and receiving activity emergency contact information.

(3) Assess the threat at origin and destination in coordination with the local security office, destination TO, and the MTMC Operations Center, Fort Eustis, VA IAW applicable FPCON (see FPCON charts, Figure 205-2).

(4) Provide a copy of the BL to SEV personnel.

b. Ensure all personnel who accept, handle, package or ship classified material have a security clearance equal to or greater than the material being handled. Refer to Paragraph C.3.i for exceptions when cleared escorts are used.

c. Ensure shipments of TOP SECRET material are routed by the DCS IAW DODD 5200.33.

d. Using Figure 205-1, determine risk and requirements for protection of inert and training ordnance and sensitive non-ordnance assets.

e. Ensure shipments requiring TPS are only released to approved carriers that provide the appropriate level of service.

f. For air, instruct the carrier to load TPS shipments to preclude access by passengers and crew while in flight.

g. Request routing instructions from the TCC or theater CINC for all export and import TPS shipments.

h. Forward AA&E shipments under the appropriate measures prescribed in Figure 205-2.

i. Release classified shipments as follows:

(1) SECRET shipments must be tendered to cleared carriers that provide Protective Security Service (PSS) prescribed in Figure 205-2. When a cleared carrier is not available, shipments may be made by an approved carrier that is not cleared, provided the shipment is in the custody of escorts or couriers cleared for SECRET.

(2) CONFIDENTIAL shipments must be tendered to carriers that provide DOD Constant Surveillance Service (CIS). As an alternative, appropriately cleared escorts may be used. See Figure 205-2 for clearance requirements regarding Confidential AA&E shipments.

(3) The DOD Blanket Purchase Agreement (BPA) awarded-carriers under the GSA schedule are approved to transport SECRET and CONFIDENTIAL packages. See Paragraph U of this Chapter for further discussion.

j. Confirm current SECRET clearance for commercial/contractor drivers prior to releasing AA&E. The current facility clearance of the commercial carrier may be obtained from the Defense Security Service (DSS), Defense Industrial Security Clearance Office (DISCO), 2780 Airport Drive, Suite 400, Columbus, Ohio 43219, by commercial telephone 888 282-7682 or via the Internet at the DSS Central Verification Authority Web address: <http://www.dss.mil/infoutl/index.htm>. Commercial carrier driver personnel clearance status may be verified by the cleared commercial carrier via a Visit Authorization Letter IAW DOD 5220.22-M, National Industrial Security Program Operating Manual (NISPOM), Chapter 6.

k. Confirm the presence of an operational communication system capable of obtaining emergency assistance.

l. Secure package material requiring TPS IAW appropriate packaging regulations.

m. Mark and label TPS material IAW MIL STD 129. Marking and labeling information can be found at the following web site http://astimage.daps.dla.mil/docimages/0000\63\00\STD_129N.PD0. Restrictions on marking are found in Paragraph I of this Chapter.

n. Before releasing a shipment requiring TPS, ensure the driver possesses a valid operators license, medical examiner's certificate, employee record card or similar document with the driver's photograph, a route plan as prescribed by 49 CFR, Part 397, Transportation of Hazardous Materials, Driving and Parking Rules, and certification of Hazard Class/Division 1.1, 1.2, or 1.3 explosives safety training, if applicable. The TO must be able to verify a driver's affiliation with the carrier named on the BL.

o. Prepare an advance REPSHIP message IAW Figure 204-2 or 204-3, as applicable; fax copy of BL is a suitable substitute for the message. The REPSHIP notification must be completed within two hours of the shipment's departure.

p. Enter AA&E shipments moving under Satellite Motor Surveillance Service (SNS) (See Paragraph O.7) in the DTTS before the carrier is released.

q. Provide the same degree of TPS for the motor segment of intermodal shipments (such as motor-air taxi-motor) as that required for direct motor movement.

r. Route Security Risk CAT I and II material via a single carrier providing door-to-door service.

s. Ensure the BL is annotated with DTTS instructions as applicable (i.e., destination TOs report to DTTS and the origin TO to verify receipt of CAT I&II shipments within four hours of arrival).

t. Move CAT I and II AA&E in direct movement to the destination. Split pickup and delivery at more than one location within the confines of the same installation or facility is permitted.

u. Pre-plan and coordinate the shipment delivery with the destination.

4. For all CATs and UNCATs of AA&E moving under SNS, the destination TO/consignee will notify the origin TO and DTTS when the shipment is not received within 24 hours of the ETA or when a carrier cannot give a reasonable explanation for the delay.

5. Refer to the NISPOM for industrial security clearance requirements for the transportation of SECRET and CONFIDENTIAL non-AA&E material by commercial carriers. Issues pertaining to granting, denying, suspending, revoking or terminating facility security clearance and DOD Transportation Security Agreement may be directed to DSS Headquarters, Regional or DISCO offices located on the DSS Web Site: <http://www.dss.mil>.

D. RISK CATEGORY DETERMINATION FOR SENSITIVE AA&E

Determine risk categories for specific sensitive material items by using the following guidance or contact phone numbers:

1. For Army-Sponsored Shipments: Army Master Data File (AMDF) or AR 190-11, Physical Security of Arms, Ammunition, and Explosives. POC telephone numbers for OSC-managed material are commercial 309 782-6805 or DSN 793-6805. POC telephone numbers for Missile Command (MICOM)-managed material are commercial 205 842-8034/876-4812 or DSN 788-8034/746-4812.

2. For Navy or Marine Corps-Sponsored Shipments: Naval Sea System Command (NAVSEA) SW020-AC-SAF-010. POC telephone number for the Naval Ordnance Safety and Security Activity are commercial 301 744-6055/6 (ext 109 and 110) or DSN 354-6055/6.

3. For Air Force or DLA-Sponsored Shipments: DOD 5100.76-M.

E. RISK ASSESSMENT FOR NON-SENSITIVE INERT AND TRAINING ORDNANCE AND SENSITIVE NON-ORDNANCE ASSETS

1. Risk assessment, as used in this Chapter, is a means to determine the risk and requirements for protection of inert and training ordnance, and sensitive non-ordnance assets that do not require a TPS under the Risk Assessment Table, Figure 205-1. The TPSs prescribed in that table are optional during FPCON NORMAL through BRAVO but are mandatory during FPCON CHARLIE and DELTA. These recommendations pertain to normal peacetime shipments. During periods of heightened threat, additional security measures may be required to provide adequate in-transit protection.

a. Ordnance is defined as explosives, chemicals, pyrotechnic and similar stores, e.g., bombs, guns and ammunition, flares, smoke, napalm.

b. Inert ordnance is defined as an ordnance asset that is not operationally usable in combat for various reasons. An inert ordnance asset never has an operational warhead.

c. Training ordnance is inert ordnance that has a training use.

d. Sensitive non-ordnance items are those that do not have minimum protection specified in existing regulations but may be sensitive for transportation via commercial carrier.

2. Protection of DOD assets in transportation must be based on a realistic assessment of the associated risks. The goal is to prevent loss, theft, vandalism, or damage in transit. Performing risk analysis allows the user to prioritize assets so that transportation protection can be applied in the most efficient and cost effective manner possible.

3. DOD asset types described herein and potentially at risk include:

a. Inert and Training Ordnance.

b. Sensitive non-ordnance assets.

4. Risk is composed of the factors of asset value, likelihood of aggressor activity, and likelihood of adverse public reaction if an accident or incident occurs in transportation.

a. Asset value. The value or importance of the asset to the user and the Service, Agency or DOD. The risk level increases with increasing asset value in the risk analysis model.

b. Likelihood of aggressor attack. The attractiveness of the asset to various aggressors.

(1) Likelihood includes consideration of the following vulnerabilities:

(a) Motor transport: The asset is being transported in open commerce with the first line of defense consisting of state or local law enforcement in event of an accident or incident.

(b) Air transport: The asset is subject to motor vehicle pickup and delivery and aircraft transit through commercial airports.

(c) Rail transport: The asset is in a rail car or container on a flatcar moving in open commerce.

(2) Likelihood also considers the types of aggressors who may attack military shipments for various reasons:

(a) Vandals: Small groups or individuals (usually juveniles) who deface or damage military property in shipment for various reasons.

(b) Criminals: Includes unskilled or semi-skilled criminals who attack military shipments in-transit to acquire the cargo. Experience has shown they have basic tools available to open containers and vehicles, including bolt cutters, pry bars, and hacksaws. History has shown that most military shipments are attacked as targets of opportunity, and they have not traditionally been victims of extensive planning and plotting for attack.

(c) Terrorists: Includes domestic militia groups, as well as international groups, that may use military assets such as weapons systems or components for their own ends.

(d) Intelligence Agents: Includes agents attempting to exploit weapons systems capabilities and other technologies on behalf of developed or third world countries.

c. Adverse public response. The potential for adverse public response arises when the public may view (rightfully or not) that their safety is threatened by compromise of the asset.

5. Risk Category Determination. The Risk Assessment Table in Figure 205-1 may be used to evaluate the risk and associated TPS for inert and training ordnance and sensitive non-ordnance assets that do not require protection under Figure 205-2. The following publications and POCs should be consulted to determine whether assets have already been assigned CATs for transportation:

a. For Army-sponsored shipments: AMDF or AR 190-11. POC telephone numbers for OSC-managed material are commercial 309 782-6805 or DSN 793-6805. POC telephone numbers for AMCOM-managed materials are commercial 205 842-8034/876-4812 or DSN 788-8034/746-4812.

b. For Navy or Marine Corps-sponsored shipments: NAVSEA SW020-AC-SAF-010. POC telephone number for the Naval Ordnance Safety and Security Activity is commercial 301 744-6055/6 or DSN 354-6055/6.

c. For Air Force or DLA-sponsored shipments: DOD 5100.76-M.

6. Risk analysis procedure. The following procedure will be applied to determine the appropriate TPS for inert and training ordnance and sensitive non-ordnance assets being considered for protection (include those under development and production, as well as those in the existing supply system):

a. STEP 1: Try to match the shipment with the asset category in the Risk Assessment Table, Figure 205-1. If an item does not clearly fall within an identified asset category, find the closest match when considering category, value, likely aggressors, and public concern.

b. STEP 2: Determine the appropriate TPS (if any) in the table. If an item(s) to be shipped falls in more than one asset category, select the most stringent applicable TPS.

Example: A shipment for motor transportation contains inert ordnance; more than 100 lbs, and it is also a high dollar item. The most stringent applicable TPS is CIS because of its high dollar value. Therefore, use CIS for this shipment.

F. TPS DETERMINATION

Material requiring TPS must be shipped IAW minimum-security standards and the current FPCON prescribed in Figure 205-2 or 205-4.

G. SMALL SHIPMENTS OF AA&E

1. Shipments of 15 or fewer CAT IV small arms and CAT IV Division 1.4 small arms ammunition with total shipment weight less than 200 lbs may be sent via CIS. Shipments of 15 or fewer CAT IV small arms may be sent via registered mail. Shipments of CAT IV Division 1.4 small arms ammunition may be transported via the DOD BPA awarded-carriers under the GSA schedule within the contract's size and weight limitations. LTL (non-DROM) shipments of Uncategorized (UNCAT) Division 1.4S items may be shipped as FAK (Items 115/116 of MTMC Freight Traffic Rules Publication 1B apply). TL and DROM shipments of UNCAT Division 1.4 (all compatibility groups) will be shipped the same as CAT IV.

2. If the selected mode is LTL, shipments (except weapons) must be over-packed to a minimum of 200 lbs.

3. Motor shipments placed in a closed, locked vehicle or locked containers, such as a dromedary (DROM) or similar equipment, do not require over-packing.

4. Consider shipment splitting for CAT IV arms shipments to allow the use of US Postal Service (USPS) registered mail.

5. USPS registered mail and return receipt requested shipments are acceptable alternatives to commercial transportation for CAT IV small arms (excluding ammunition and explosives). These shipments may be sent within the CONUS when package size and weight meet USPS requirements.

6. For air shipments, each carrier will specify weight limitations and procedures for shipping munitions or other HAZMAT (see Chapter 204).

H. SEALING OF MOTOR CONVEYANCES

1. Shippers will apply DOD-approved seals on motor shipments of material requiring TPS when use is prescribed in Figure 205-1 or 205-2. An express air carrier's motor vehicle transporting shipments on local pickup or delivery service must be locked but is not required to be sealed. Seal application by the shipper does not constitute a request for exclusive use of vehicle.

2. The carrier may remove the shipper seal in an emergency or at stop-off points, including MTMC-authorized carrier terminals, and replace it with an equivalent seal. When the seal is replaced, the carrier must use a DOD-approved seal and annotate the new seal number on the BL (see Paragraph H.4).

3. The TO may remove shipper seals at stop-off points or for emergency purposes and replace with seals meeting DOD requirements.

4. When a seal is replaced by a carrier or TO for any reason, the following information must be entered on the BL:

- a. Name and badge number of person requiring seal to be removed.
- b. Replacement seal number.
- c. Date and time replacement seal applied.
- d. Reason for replacement.

I. PACKAGE MARKINGS

1. Detailed procedures for applying shipment markings are specified in MIL-STD-129, see web site http://astimage.daps.dla.mil/docimages/0000\63\00\STD_129N.PD0.

2. Do not mark exterior containers to indicate the security classification or TPS required. However, when a shipment goes by military airlift, DD Form 1387-2, Special Handling Data/Certification, (Figure 205-7) must show the TPS required in Block 6.

a. When shipping material that is classified and none of the entries are classified, prepare and distribute the DD Form 1387-2 in the same manner as for unclassified. When any of the entries are classified, complete one copy of the DD Form 1387-2, including essential classified data. Instructions for completing the DD Form 1387-2 and the distribution for this form for classified shipments are located in Figure 205-8.

b. When shipments require TPS, enter the degree of protection required, e.g., “Constant Surveillance Service” in the Supplemental Information Block of the DD Form 1387-2. Also enter the weight of the shipment, TCN, and destination DODAAC/MAPAC. Attach one copy of the DD Form 1387-2 to each container and forward three additional copies to the originating air terminal in a waterproof envelope. Attach one copy to the number one container.

3. When shipping material that is both classified and hazardous, the shipper prepares and distributes a Shipper’s Declaration for Dangerous Goods, (Figure 204-2). When any of the entries are classified, the shipper completes one copy of the Shipper’s Declaration for Dangerous Goods, including essential classified data. For shipments transported via military air, see also Figure 205-8 for instructions on completing DD Form 1387-2. The shipper must:

a. Complete the signed original in detail, including essential classified data, and attach to the aircraft commander’s copy of the manifest that is placed on the aircraft. Once the classified information is applied, the Shipper’s Declaration for Dangerous Goods must carry the same classification as the highest classification of the entered information. This classification is valid until the classified Shipper’s Declaration for Dangerous Goods is detached and handled according to applicable security regulations.

b. Complete the station file copy in detail except for the classified information. Enter the following statement in the Additional Handling Information Block: “See aircraft commander’s copy of Shipper’s Declaration for Dangerous Goods for complete information.”

c. Place one certification form without classified information in a waterproof envelope and attach it to the number one piece of the shipment.

J. REQUEST FOR ROUTING

When requesting route orders from the TCC or theater CINC, in addition to information required by Chapter 202, TOs must also provide the identity of materials and risk categories. All shipments of AA&E requiring voluntary commercial carrier tenders (excluding DLA), will be submitted through automated shipper systems no later than 48 hours prior to shipment pick-up. Any emergency CAT I and II shipment that requires expedited pickup within the 48-hour threshold must be immediately coordinated with the MTMC Operations Center or the Carrier Assistance Hot Line.

K. BL

When classified or sensitive ammunition or explosives are shipped by motor carrier, and SEV is used, personnel performing the service will be provided with a duplicate copy of the shipping papers and instructed to keep these papers in their custody.

L. ADVANCE REPSHIP

Shippers of TPS material will forward a REPSHIP to the consignee. Shippers will notify the designated receiver no later than two hours after a shipment's departure. A REPSHIP will be prepared via message IAW Figure 204-2 or Figure 204-3; fax copy of the BL sent to the consignee is a suitable substitute for the message. All receivers will establish and maintain suspense lists to ensure timely receipt of the material.

M. UNIT MOVES

1. Unit moves will comply as closely as practicable with the provisions of this Regulation, Part III, Chapter 302 and Appendix C thereto, and Chapter 303. Also consult Service security regulations.

a. Moves involving MOV not equipped with satellite monitoring will use two drivers equipped with two means of communications capable of obtaining back-up security support during emergencies.

b. Personnel performing unit moves in MOV do not require security clearance except for those personnel involved in protecting classified items. Personnel providing security for classified items must hold the requisite clearance for the item protected.

c. Use of convoy escorts will be as directed by the unit commander.

d. Unit commander will approve unit moves.

2. When commercial carriers are used to transport sensitive weapons and ammunition of the same caliber, they will not be combined in the same package or on the same pallet unless the shipment consists of only one pallet.

3. UNCAT Hazard Class/Division 1.1, 1.2, and 1.3 ammunition and explosives will be provided TPS IAW Figure 205-2.

N. TARPAULIN REQUIREMENTS

1. When specifically required by the DOD activity, using a flat bed trailer, flat-rack container, or similar open equipment to transport AA&E, the load must be completely covered by a tarpaulin. The requirement for use of a tarpaulin will be annotated on the BL.

2. The tarpaulin used must be fire and water-resistant and be securely fastened by the carrier to the trailer to protect the load.

O. TPS DESCRIPTIONS AND STANDARDS

This Section contains an overview of TPS descriptions and standards. Detailed descriptions and standards for TPS are contained in Military Traffic Management Command Freight Traffic Rules Publication No. 1B (MFTRP No. 1B), Rules and Accessorial Services Governing the Movement of Department of Defense Freight Traffic by Motor Carrier available at <http://www.mtmc.army.mil>. (The table located at Figure 205-9 provides the conversion from three-digit ANSI codes to two-digit DOD codes).

1. DOD CIS. CIS requires constant surveillance of a shipment by a qualified carrier representative. CIS is required for CONFIDENTIAL shipments and for small quantity movements of CAT IV small arms and small arms ammunition.

a. For motor shipments, carriers providing CIS must:

(1) Maintain a DD Form 1907, Signature and Tally Record, (Figure 205-5) or equivalent carrier-furnished signature and tally record.

(2) During brief stops, ensure a qualified carrier or terminal representative remains with the vehicle, is awake and not in a sleeper berth, or remains within 100 feet of the vehicle with the vehicle in full, unobstructed view.

(3) During lengthy stops, ensure the vehicle is parked only at a carrier terminal approved by MTMC for the appropriate CAT of AA&E as meeting the standards prescribed in MTMC Freight Traffic Rules Publication 1B, Item 312, or located in a secure holding area on a DOD installation or DOD contractor facility as required by FPCON in Figure 205-2 and defined in Paragraph A.4.

(4) When motor transport service is also provided in connection with air, rail, or water shipments, CIS procedures will apply for the motor segment of the move.

b. For air shipments, carriers providing CIS must:

(1) Maintain a DD Form 1907 or equivalent carrier-furnished signature and tally record.

(2) For parked aircraft with TPS material on board, ensure the aircraft is parked within the confines of a commercial airport that has access control under FAA rules and guidelines or on a military installation or DOD contractor location. If the aircraft is parked anywhere else, or if the classified/sensitive cargo is removed from the aircraft or awaiting loading or unloading, the shipment must be under required degree of observation by employees of the airline transporting it as required by the terminal standards for PSS or CIS. As an alternative to observation, the shipment may be placed in an appropriate secure holding area IAW Figure 205-6.

(3) Observation of the shipment is not required during the period it is stored in an aircraft in connection with flight. Observation is required during loading and unloading operation and at any intermediate stops along the flight route.

2. Dual Driver Protective Service (DDP). DDP requires continuous attendance and surveillance of a shipment by two qualified drivers. Carrier drivers providing DDP must:

- a. Maintain a DD Form 1907, or equivalent, carrier-furnished signature and tally record.
- b. Meet the TPS requirements specified within this Chapter.
- c. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet of the vehicle, during brief stops, provided the vehicle is within full, unobstructed view.

3. DDP with National Agency Check (DDN). DDN is an optional TPS that has the same requirements as DDP with the addition that the drivers must have undergone a NAC for trustworthiness.

4. Motor Surveillance Service (MNS/MVS). MNS/MVS is an optional TPS that requires the carrier to provide telephonic vehicle location reports at time intervals specified on the BL.

5. PSS. PSS is used for SECRET and sensitive AA&E shipments and must be provided by a DSS-cleared carrier, qualified by MTMC. Carrier qualification can be verified by contacting the MTMC Operations Center. For CAT I and II and SECRET shipments, the shipper is required to request Exclusive Use of the Vehicle (EXC) in addition to PSS. For non-SECRET CAT III/IV/UNCAT Div 1.1, 1.2, or 1.3 shipments, the shipper is required to only request PSS. Cleared and qualified carriers furnishing PSS must:

- a. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet of the vehicle, during brief stops, provided the vehicle is within full, unobstructed view.
- b. Maintain a DD Form 1907 or equivalent carrier-furnished signature and tally record.
- c. Use dual drivers who are SECRET-cleared under the DOD Industrial Security Program.

d. For classified shipments, where time or distance does not permit delivery during the same day of pickup, comply with the following procedures:

(1) If the shipment remains in the transportation conveyance, at least one qualified carrier representative will maintain continuous attendance and surveillance of the shipment to prevent access by unauthorized persons. An exception to this policy is for air shipments. Continuous observation is not required while the aircraft is in flight provided the shipment is in a compartment that is inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.

(2) When a shipment is unloaded from a conveyance at a storage site, it must be under the constant attendance and surveillance of a qualified carrier representative or placed in storage in a closed area, vault, or strong room approved by the DSS. Construction standards for closed areas, vaults, and strong rooms are contained in the NISPOM.

e. During lengthy stops, ensure the vehicle is parked only at a carrier terminal approved by MTMC for the appropriate CAT of AA&E as meeting the standards prescribed in MTMC Freight Traffic Rules Publication 1B, Item 312, or located in a secure holding area on a DOD installation or DOD contractor facility as required by the FPCON in Figure 205-2 and defined in Paragraph A.4.

6. SEV. SEV is a TPS consisting of two DOD contractors or commercial carrier employees with a SECRET clearance or two DOD civilian/military personnel with National Agency Check (NAC). DOD civilian employees or military personnel may be required to comply with additional clearance, reliability and trustworthiness criteria IAW applicable Service security regulations. SEV personnel may be armed during periods of enhanced threat as directed by USCINCTrans or the Service.

a. The BL will be used to provide emergency response instructions for the cargo and SEV vehicle drivers. DD Form 836 (Figure 204-10) will be used to instruct MOV drivers.

b. Escort vehicles will contain a mobile communications unit capable of being used to contact local agencies to obtain emergency assistance and maintain local two-way communications.

c. Escort vehicle drivers must maintain positive DOD or contractor picture ID that can be verified through the MTMC or DSS Operations Center.

d. The escort vehicle may be a commercial or military vehicle. Vehicles will be identified as prescribed by the MTMC Operations Center or the contracting agency. The MTMC Operations Center will advise TOs and Law Enforcement in advance of all SEV vehicle markings.

7. SNS. SNS is used for CAT I through IV and UNCAT Hazard Class/Division 1.1, 1.2, and 1.3 AA&E movements. It may also be applied to other sensitive and classified shipments as requested by the shipper. The purpose of SNS is for the carrier to provide the DTTS with periodic position location reports, in-transit status changes, and electronic emergency situation notification. SNS is managed by the DTTS. Installations/activities may establish DTTS

accounts to monitor inbound and outbound shipments by contacting the DTTS Program Management Office at commercial 301 744-6059 or DSN 354-6059.

8. Signature and Tally Record Service (675). 675 is not a TPS but requires use of a DD Form 1907 or equivalent, carrier-furnished form to provide for the tracing of a shipment moving under a TPS or other shipments, such as pilferable or high-value shipments.

a. 675 meets the standards of the National Security Agency Central Security Service for transportation of CCI.

b. Carriers offering electronic tracing of shipments equivalent to the DD Form 1907 must meet 675 requirements without the need to provide paper Signature and Tally (ST) records. However, the consignee may request a paper-copy record of the tracing history that must be made available by the carrier within 24 hours of the request.

c. DD Form 1907 Distribution:

(1) The shipper will print two copies, retain one copy and give one to the origin carrier.

(2) The origin carrier will deliver one copy with original signatures to the destination carrier.

(3) The destination carrier will attach one copy (reflecting all original signatures) and SF 1113, Public Voucher for Transportation Charges (Figure 203-27) to the original BL and forward for payment. A reproduced completed copy of DD Form 1907 will be delivered to the consignee and one will be retained.

(4) The consignee will ensure the destination carrier surrenders a reproduced copy of the completed form with all signatures.

d. On receipt of TPS material, TOs should compare the DD Form 1907 or carrier-furnished signature and tally record with routing furnished in the REPSHIP and report any discrepancy noted according to provisions of Chapter 210.

e. After receipt of shipment and completion of the DD Form 1907 or a carrier form, the TO will furnish the delivery carrier with the original form for their records. Payment for the completed security service will be included in PowerTrack. If the TO has reason to believe that the security service was not performed, the TO will notify the carrier in writing and advise the shipper to remove payment for the service. The TO will implement transportation discrepancy reporting procedures IAW Chapter 210.

9. Military Traffic Expediting Service (MTX). MTX is a rail car tracking service provided by the MTMC Operations Center to keep MTMC informed of the status and location of rail cars during movement from origin to destination. The Association of American Railroads (AAR) is linked to all railroads transporting DOD shipments through the TRAIN II automated tracking system.

10. Rail Armed Guard Surveillance Service (ARG). ARG is a TPS that provides an armed guard to maintain constant and specific 24-hour surveillance on specified rail car(s). As an alternative, guard(s) may escort the rail movement in a separate motor vehicle, providing surveillance is maintained.

a. Surveillance will be maintained at all rail stops, including in yards and terminals. All security seals and/or locks will be checked at all stops.

b. Guards will keep the rail car(s) transporting the shipment under observation at all times.

c. Guards will not leave rail car(s) transporting the shipment until properly relieved by another guard or consignee at destination.

11. Rail Inspection Service (RIS). RIS is a Greater Security (GS) TPS performed by rail carriers for in-transit inspection of sensitive and pilferable items in a shipment. RIS includes MTX service. Inspection under RIS is external only to assure the integrity of the shipment container or vehicle and the seals and locking devices securing them. RIS is required for the movement of M-1 armor/tanks, night-vision devices, CATs II through IV, and UNCAT Hazard Class/Division 1.1, 1.2, and 1.3 AA&E. It is optional for tactical and wheeled vehicle movements and for unit or other movements involving pilferable items, such as high-value communication and electronic items. Carriers providing RIS must conform to the rules in MTMC Freight Traffic Rules Publication (MFRTP) No. 10, Rules and Accessorial Services Governing the Movement of Department of Defense Freight Traffic by Rail Carrier.

P. EMERGENCY HOT LINES

1. Emergency and operational contact telephone numbers are contained in Paragraph A.5.

2. MTMC Operations Center Hot Lines. TOs or carriers may call the MTMC Operations Center hot line on a 24-hour basis to obtain any type of DOD safety or security advice and assistance. The MTMC lines should be used to:

a. Report information concerning any carrier whose practices may not be consistent with the national interest.

b. Obtain secure holding area assistance or information.

c. Request guidance on securing shipments requiring TPS.

d. Report any adverse information concerning movement of shipments requiring TPS.

e. Report any non-DTTS incident and obtain emergency response support.

f. Provide electronic or manually produced passage reports on rail movements.

g. Report delays en route of 12 hours or more.

3. Notifying POCs. When notified, MTMC Operations Center or DTTS Hot Line personnel will contact the emergency response numbers in Chapter 204, Paragraph F.3.g, and the shipper and receiver when munitions and sensitive ordnance is involved in an accident or incident.

Q. CARRIER ASSISTANCE

1. Secure Holding:

a. DOD and contractor facilities that meet the AA&E shipping and receiving criteria as published in the TFG are required to assist commercial carriers transporting AA&E, classified materials, and CCI by providing secure holding areas in the interest of public safety and national security. Carriers may seek secure holding during emergencies or other circumstances beyond the carrier's control, for delivery or awaiting shipment loading, or while in transit. When considering carrier requests for assistance, installation commanders and contractor facility directors must take into account the current FPCON and the security requirements therein as well as any Quantity Distance (QD) safety requirements, depending upon the commodity and NEW of any explosives involved. There are two types of secure holding areas as described below:

(1) Secure Explosives Holding Area for Motor Vehicles Transporting Ammunition and Explosives. An area designated for the temporary parking of commercial carriers' motor vehicles transporting DOD-owned AA&E. To provide secure holding of CAT I and II AA&E, the area must be under constant surveillance or be equipped with intrusion detection systems (IDS)/closed circuit television (CCTV). Secure explosives holding areas must meet site approval requirements of Paragraph C5.5.9, DOD 6055.9-STD, DOD Ammunition and Explosives Safety Standards.

(2) Secure Non-Explosives Holding Area. An area designated for the temporary parking of carriers' motor vehicles transporting Categorized DOD Arms, classified (SECRET or CONFIDENTIAL) materials, and CCI. This area must meet the requisite security criteria of Figure 205-6 but does not require DOD Explosives Safety Board site approval. No siting is required if located outside all QD arcs. If located within a QD arc, site per Paragraph C5.5.17, DOD 6055.9-STD. The holding of hazardous division (HD) 1.4S materials, without regard to QD, is permitted at this location.

b. Munitions Carrier Access to DOD Installations in Response to Emergencies/Contingencies and FPCON BRAVO, CHARLIE, and DELTA. Emergency/contingency and FPCON BRAVO, CHARLIE, and DELTA related situations may arise that will require a motor vehicle transporting DOD-owned AA&E to gain expedited secure holding at the nearest DOD installation or DOD contractor facility. Under these conditions, the AA&E-laden motor vehicle will be allowed access, and that vehicle will be escorted to the appropriate secure holding area for temporary parking. In the event that the HD and NEW of the AA&E on the vehicle is not commensurate with the location's QD-sited secure holding area, the commander or facility director will provide temporary parking accommodations at an alternate location on the facility that affords maximum QD protection IAW the principle of acceptable risk. If the vehicle contains CAT I or CAT II AA&E, a secure holding area with IDS or CCTV will be required. If such an area is not available, the installation commander/facility director will make arrangements to post a 24-hour guard in lieu of the IDS or CCTV.

c. During FPCON NORMAL and ALPHA, if for any reason the installation or facility cannot accommodate the carrier's vehicle, the commander or director is required to assist the carrier in locating the nearest alternate DOD installation or DOD contractor activity capable of providing secure holding.

d. The carrier dispatcher will notify the MTMC Carrier Assistance Hot Line to obtain secure holding for emergencies or situations beyond the carrier's control. As an alternative the carrier may call the MTMC Operations Center. The carrier dispatcher may contact the MTMC Hot Line or the installation/contractor facility directly for holding in-transit, at origin, or at destination.

e. In-transit secure holding is mandated where MTMC-approved carrier terminals are not available for the applicable CATs of AA&E and for all shipments under certain FPCONs (Figure 205-2).

f. Each carrier whose vehicle is granted secure holding must be apprised by the selected activity orally or in writing of their policies such as the following:

(1) Granting of secure holding does not relieve the carrier of liability under the BL contract of carriage.

(2) The US Government does not assume responsibility for the shipment or carrier equipment so long as terms and conditions of providing secure holding are not inconsistent with those of the BL contract of carriage.

(3) It is within the prerogative of the installation commander/facility director to require carrier personnel to remain with the vehicle to fulfill TPS requirements.

(4) The secure holding is strictly temporary in nature and the vehicle must be removed as soon as the installation commander/facility director or appropriate civil authority determines that the shipment is no longer required to remain in the area.

g. Figure 205-6 contains the security standards for secure holding areas. QD-related safety standards are prescribed in DOD 6055.9-STD, as implemented by Service regulations.

h. Classified SECRET shipments will be afforded the same physical security protection as for CAT I & II AA&E. Classified CONFIDENTIAL or CCI shipments will be provided the same security as CAT IV.

i. Consult the TFG for information concerning AA&E holding capabilities of specific activities (<http://www2.mtmc.army.mil/about/force/mtfphome.htm>).

j. Installation commanders and DOD contractor facility directors will establish written Standard Operating Procedures (SOPs) applicable to all personnel involved in granting secure holding to carriers. The SOPs will be reviewed periodically for accuracy and completeness regarding all procedures involved to successfully accommodate carrier requests for assistance.

k. Report problems with carrier abuse of secure holding areas using normal TDR procedures (see Chapter 210).

2. Other Assistance:

a. To promote safety and security, expedite transportation, and ensure delivery of AA&E, classified, hazardous, or other shipments requiring special handling, installations or activities may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of Government-owned shipments being transported by carriers.

b. Applicable shipper-Service regulations prescribe policies, responsibilities, and procedures for disposal of explosive ordnance material and commercial shipments of explosive-contaminated scrap materials.

c. The carrier must be advised in writing of the following:

(1) The carrier may be held responsible for expenses, including salaries and wages paid by the Government, provided for the carrier's account.

(2) DOD personnel act and perform as a carrier's agent in providing assistance.

(3) DOD personnel assigned to assist a carrier will retain their status as DOD employees and, as such, will be entitled to benefits as provided by law.

(4) The Government will not recognize or submit to any action for property damage in connection with such assistance furnished when actual labor supervision or other services are performed at the carrier's request.

d. Except in an emergency, TOs will advise the carrier in writing of the provisions of Paragraph Q.2.c above. In an emergency, telephonic notification will be followed-up immediately by a fax or other electronic notification. The carrier will be asked to acknowledge the following:

(1) Responsibility for performance of the services requested from the Government.

(2) Performance of services will not relieve the carrier of tort liability.

3. Payment for Services:

a. The providing installation or activity will normally absorb the costs associated with providing secure holding during emergencies and for situations beyond the carrier's control. Charges may be applied for provision of holding areas in other, routine situations requiring expenditures beyond the norm, such as additional security.

b. Carriers will not be billed or held responsible for any service performed by DOD personnel that was not requested by the carrier, such as dispatching of representatives to observe

loading transfer or to suggest corrective measures in connection with seal breakage, shifting of loads or bracings, accidents, or other adjustments.

c. Collection of money for services rendered will be IAW the proper finance office procedures and shipper-Service regulations.

R. SHIPMENT PLANNING

1. TOs will conduct positive, advance shipment planning that includes liaison with the destination TO/consignee, the carrier, and the MTMC Operations Center to effect seamless movement of AA&E, classified SECRET and CONFIDENTIAL, and CCI shipments.

2. Carriers will provide route plans for all CAT I & II shipments to the MTMC Operations Center and to the shipper IAW Figure 205-2. Shippers will coordinate with the MTMC Operations Center to perform coordination with destination, pre-identify MTMC-listed secure holding areas, and provide shipment clearance. Coordination will be performed during the normal routing process. The MTMC Operations Center may direct a shipper to hold a movement for a period of time.

Prior to the release of the AA&E shipment, shippers, in concert with the MTMC Operations Center, will ensure that the destination activity will be prepared to receive the shipment or to provide secure holding for the shipment. The MTMC Operations Center, as part of the normal routing process, will ensure the shippers pre-clear all CAT I and II shipments with the destination activity. Shippers will contact the MTMC Operations Center for prior clearance before releasing shipments of all CATs of AA&E during FPCON DELTA (See Figure 205-2). The goal is to avoid placing the carrier and the public at undue risk and to ensure prompt delivery of shipments.

3. Shippers and destination TOs/consignees will monitor the DTTS daily to determine the status of outbound/inbound shipments and to make holding arrangements accordingly. DTTS access may be arranged by contacting the DTTS Operations Center at 800 826-0794.

S. ON-ROAD EMERGENCIES

When an on-road emergency occurs, the driver will be instructed to contact the emergency Hot Line (see Paragraph A.5) and will maintain the integrity of all applicable TPS.

T. SHIPMENT DELAY OR MISHAP

1. When notified of an accident or incident en route, the shipper TO must immediately confirm by telephone that the consignor and the responsible personnel manning the DTTS/MTMC Operations Center emergency Hot Line have been advised.

2. Upon discovery of a discrepancy in a shipment requiring TPS, a TO will:

a. Notify the local security office or provost marshal if any security breach or compromise is suspected.

b. Follow TDR procedures IAW Chapter 210.

U. MOVEMENT OF CLASSIFIED SHIPMENTS VIA THE DOD BPA AWARDED CARRIERS UNDER THE GSA SCHEDULE

1. SECRET and CONFIDENTIAL cargo shipments may be moved within the CONUS, Alaska, Hawaii, and Puerto Rico, as specified in the DOD BPA awarded-carriers under the GSA schedule, provided shippers and recipients comply with Federal law, Service restrictions (if any), and classified material handling processes.

2. Only the current DOD BPA awarded-carriers under the GSA schedule may be used. The shipment must be given to the carrier for next-day delivery. The carrier must not be told that the shipment is classified. The delivery address must be a CONUS DOD activity or a CONUS DOD-approved contractor location, to include Alaska, Hawaii, and Puerto Rico.

3. Do not use this mode/method to move classified shipments to the AMC APOE for onward channel airlift.

4. The classified materiel must be within the carrier's standard small package size and weight limits. Classified shipments that are hazardous, sensitive, or arms, ammunition and explosives are not authorized.

5. Do not, under any circumstances, release the carrier from having to obtain a delivery signature. Ensure the air waybill, electronic or hard copy, requires a delivery signature.

6. Services must develop and publish specific procedures for the movement of SECRET and CONFIDENTIAL material by DOD BPA awarded-carriers under the GSA schedule.

V. RETROGRADE SHIPMENTS

DOD CONUS and inter/intratheater retrograde movements to a repair or storage facility will comply fully with the security provisions of this Chapter.

| Risk Assessment Table | | | | |
|------------------------------------|--------------|-------------------|-----------------------|---------------------------------------|
| Asset Category | Value | Aggressors | Public Concern | Recommended TPS Motor/Air/Rail |
| Inert And Training Ordnance | | | | |
| With Sensitive Technology | High | High (All Types) | High | CIS/CIS/RIS ^{1,2,3,4} |
| Export Controlled | High | High (All Types) | High | CIS/CIS/RIS ^{1,2,3,4} |
| High Dollar (\$50,000 or Higher) | High | High (All Types) | Medium | CIS/CIS/RIS ^{1,2,3,4} |
| Pilferable (Code “P”) | Medium | Medium (Van/Crim) | Medium | CIS/675/MTX ^{1,2,3,4} |
| Inert Less Than 100 Lbs | Low | Medium (Van/Crim) | Medium | CIS/675/MTX ^{1,2,3,4} |
| With Div 1.4 Explosives | Low | Medium (Van/Crim) | Medium | CIS/675/MTX ^{1,2,3,4} |
| Inert 100 Lbs or More | Low | Low (Van/Crim) | High | Security Tarp ^{1,2,3} |
| Sensitive Non-Ordnance | | | | |
| Night Vision Devices | High | High (Crim) | High | CIS/CIS/RIS ^{1,2,3,4} |
| Sensitive Technology | High | High (Intel) | High | CIS/CIS/RIS ^{1,2,3,4} |
| Export Controlled | High | High (Intel) | High | CIS/CIS/MTX ^{1,2,3,4} |
| Controlled Medical | High | High (Crim) | High | 675/675/MTX ^{1,2,3,4} |
| High Dollar (\$50,000 or Higher) | High | High (Van/Crim) | Medium | 675/675/MTX ^{1,2,3,4} |
| Pilferable (Code “P”) | Medium | Medium (Van/Crim) | Medium | 675/675/MTX ^{1,2,3,4} |
| With UNCAT Div 1.4 Explosives | Low | Low (Van/Crim) | Medium | Security Tarp ^{1,2,3} |

Footnotes/Abbreviations

| | |
|---|--|
| 1. Follow TL/LTL standards of Figure 205-2 (CAT III/IV/UNCAT) for shipment packing, sealing, and carrier requirements | 675 = Signature & Tally Record (electronic signature service may be substituted) |
| 2. Use security tarp on these shipments | CIS = DOD Constant Surveillance Service |
| 3. For assets falling in more than one category, select most stringent applicable TPS | MTX = Military Expediting Service (A Tracking and Reporting Service) |
| 4. Container On Flatcar is acceptable | RIS = Rail Inspection Service |

Van=Vandals Crim=Criminals Intel=Hostile Intel Terr=Terrorist Threat

Figure 205-1. Risk Assessment Table

FPCON NORMAL⁽¹⁾

No Discernible Threat of Terrorist Activity

| CAT I & II | CAT III/IV and UNCAT DIV 1.1,1.2,1.3 ⁽²⁾ |
|--|--|
| Satellite Motor Surveillance (SNS) with 2nd Means of Communications⁽³⁾ | Satellite Motor Surveillance (SNS) with 2nd Means of Communications⁽³⁾ |
| Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾ (14) | Dual drivers with SECRET clearances providing PSS. (4) (14) |
| SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ^{(5) (15)} | No escort required. |
| Stops over four hours must be on military installations, DOD contractor or commercial carrier terminals approved by MTMC for CAT I & II AA&E. ⁽⁶⁾ | Stops up to 100 hours in commercial carrier terminals approved by MTMC for AA&E Shipments or DOD Secure Holding facilities. |
| MTMC Operations Center confirm ability of destination, to receive/hold shipment, pre-ID MTMC-listed secure holding areas and provide shipment clearance. Carrier will provide route plan to the MTMC Operations Center and to shipper. Shipper provides advance REPSHIP to destination. ⁽⁷⁾ | Shipper confirms destination will receive or provide secure holding prior to releasing shipment. Provide advance REPSHIP to destination. Carrier will provide a route plan to the shipper (route plan may be amended at driver/carrier discretion in response to operational contingencies). |
| Consolidate shipments to maximum extent. | Consolidate shipments to maximum extent. |
| Direct movement to destination (no stop-off). | Stop-off in-transit authorized. ⁽⁸⁾ |
| No trip lease authorized. | No trip lease authorized. |
| Exclusive use of vehicle or container with single linehaul. (11) | Dromedary, or other authorized LTL shipping container. ⁽¹¹⁾ |
| Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper. ^{(9) (13)} Seal numbers will be annotated on the BL. | Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper. ^{(9) (13)} Seal numbers will be annotated on the BL. |

Figure 205-2. Minimum Security Standards for AA&E Shipments

FPCON ALPHA ⁽¹⁾

General Threat of Possible Terrorist Activity; Nature/Extent Unpredictable

| CAT I and II | CAT III/IV & UNCAT DIV 1.1,1.2,1.3 ⁽²⁾ |
|--|--|
| Satellite Motor Surveillance (SNS) with 2nd Means of Communications ⁽³⁾ | Satellite Motor Surveillance (SNS) with 2nd Means of Communications ⁽³⁾ |
| Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾ ⁽¹⁴⁾ | Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾ ⁽¹⁴⁾ |
| SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ⁽⁵⁾ ⁽¹⁵⁾ | No escort required. |
| Stops over four hours must be on military installations, DOD contractor or commercial carrier terminals approved by MTMC for CAT I & II AA&E. ⁽⁶⁾ | Stops up to 100 hours in commercial carrier terminals approved by MTMC for AA&E Shipments or DOD Secure Holding facilities. |
| MTMC Operations Center confirm ability of destination, to receive/hold shipment, pre-ID MTMC-listed secure holding areas and provide shipment clearance. Carrier will provide route plan to the MTMC Operations Center and to shipper. Shipper provides advance REPSHIP to destination. ⁽⁷⁾ | Shipper confirms destination will receive or provide secure holding prior to releasing shipment. Provide advance REPSHIP to destination. Carrier will provide a route plan to the shipper (route plan may be amended at driver/carrier discretion in response to operational contingencies). |
| Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments. | Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments. |
| Consolidate shipments to maximum extent. | Consolidate shipments to maximum extent. |
| Direct movement to destination (no stop-off). | Stop-off in transit authorized. ⁽⁸⁾ |
| No trip lease authorized. | No trip lease authorized. |
| Exclusive use of vehicle or container with single linehaul. ⁽¹¹⁾ | Dromedary, or other authorized LTL shipping container. ⁽¹¹⁾ |
| Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper. ⁽⁹⁾ ⁽¹³⁾ Seal numbers will be annotated on the BL. | Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper. ⁽⁹⁾ ⁽¹³⁾ Seal numbers will be annotated on the BL. |

Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)

FPCON BRAVO ⁽¹⁾

Increased and More Predictable Threat of Terrorist Activity

| CAT I and II | CAT III/IV & UNCAT DIV 1.1,1.2,1.3 ⁽²⁾ |
|--|--|
| Satellite Motor Surveillance (SNS) with 2nd Means of Communications ⁽³⁾ | Satellite Motor Surveillance (SNS) with 2nd Means of Communications ⁽³⁾ |
| Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾ ⁽¹⁴⁾ | Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾ ⁽¹⁴⁾ |
| SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ⁽⁵⁾ ⁽¹⁵⁾ | No escort required. |
| Stops over four hours must be on military installations, DOD contractor or commercial carrier terminals approved by MTMC for CAT I & II AA&E. ⁽⁶⁾ | Stops up to 100 hours in commercial carrier terminals approved by MTMC for AA&E Shipments or DOD Secure Holding facilities. |
| MTMC Operations Center confirm ability of destination, to receive/hold shipment, pre-ID MTMC-listed secure holding areas and provide shipment clearance. Carrier will provide route plan to the MTMC Operations Center and to shipper. Shipper provides advance REPSHIP to destination. ⁽⁷⁾ | Shipper confirms destination will receive or provide secure holding prior to releasing shipment. Provide advance REPSHIP to destination. Carrier will provide a route plan to the shipper (route plan may be amended at driver/carrier discretion in response to operational contingencies). |
| Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments. | Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments. |
| Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). | Consolidate shipments to maximum extent. |
| Direct movement to destination (no stop-off). | Stop-off in transit authorized. ⁽⁸⁾ |
| No trip lease authorized. | No trip lease authorized. |
| Exclusive use of vehicle or container with single linehaul. ⁽¹¹⁾ | Dromedary, or other authorized LTL shipping container. ⁽¹¹⁾ |
| Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper. ⁽⁹⁾ ⁽¹³⁾ Seal numbers will be annotated on the BL. | Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper. ⁽⁹⁾ ⁽¹³⁾ Seal numbers will be annotated on the BL. |

Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)

FPCON CHARLIE ⁽¹⁾

Terrorist Incident has Occurred or Intel Indicates Imminent Attack

| CAT I and II | CAT III/IV & UNCAT DIV 1.1,1.2,1.3 ⁽²⁾ |
|--|--|
| Satellite Motor Surveillance (SNS) with 2nd Means of Communications ⁽³⁾ | Satellite Motor Surveillance (SNS) with 2nd Means of Communications ⁽³⁾ |
| Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾ ⁽¹⁴⁾ | Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾ ⁽¹⁴⁾ |
| SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ⁽⁵⁾ ⁽¹⁵⁾ | No escort required. |
| Stops over four hours must be only on military installations or DOD contractor locations. Stops at commercial carrier terminals approved by MTMC for CAT I & II is permitted for up to four hours. ⁽⁶⁾ | Stops up to 24 hours in commercial carrier terminals approved by MTMC for AA&E shipments DOD Secure Holding facilities. |
| MTMC Operations Center confirm ability of destination, to receive/hold shipment, pre-ID MTMC-listed secure holding areas and provide shipment clearance. Carrier will provide route plan to the MTMC Operations Center and to shipper. Shipper provides advance REPSHIP to destination. ⁽⁷⁾ | Shipper confirms destination will receive or provide secure holding prior to releasing shipment. Provide advance REPSHIP to destination. Carrier will provide a route plan to the shipper (route plan may be amended at driver/carrier discretion in response to operational contingencies). |
| Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments. | Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments. |
| Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). | Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). |
| Direct movement to destination (no stop-off). | Stop-off in transit authorized. ⁽⁸⁾ |
| No trip lease authorized. | No trip lease authorized. |
| Exclusive use of vehicle or container with single linehaul. ⁽¹¹⁾ | Dromedary, or other authorized LTL shipping container. ⁽¹¹⁾ |
| Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper. ⁽⁹⁾ ⁽¹³⁾ Seal numbers will be annotated on the BL. | Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper. ⁽⁹⁾ ⁽¹³⁾ Seal numbers will be annotated on the BL. |

Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)

FPCON DELTA ⁽¹⁾

Terrorist Incident has Occurred or Intelligence Indicates Specific Target

| CAT I and II | CAT III/IV & UNCAT DIV 1.1,1.2,1.3 ⁽²⁾ |
|--|---|
| Satellite Motor Surveillance (SNS) with 2nd Means of Communications ⁽³⁾ | Satellite Motor Surveillance (SNS) with 2nd Means of Communications ⁽³⁾ |
| Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾ ⁽¹⁴⁾ | Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾ ⁽¹⁴⁾ |
| SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ⁽⁵⁾ ⁽¹⁵⁾ | SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ⁽⁵⁾ ⁽¹⁵⁾ |
| Stops over four hours must be only on military installations or DOD contractor locations. Stops at commercial carrier terminals approved by MTMC for CAT I & II is permitted for up to four hours. ⁽⁶⁾ | Stops over four hours must be only on military installations or DOD contractor locations. Stops at commercial carrier terminals approved by MTMC for CAT I & II is permitted for up to four hours. ⁽⁶⁾ |
| Carrier provide route plan to the MTMC Operations Center and shipper. Shipper contact MTMC Operations Center to perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper. ⁽⁷⁾ | Carrier provide route plan to the MTMC Operations Center and shipper. Shipper contact MTMC Operations Center to perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper. Shipper provide advance REPSHIP to destination. ⁽⁷⁾ |
| Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments. | Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments. |
| Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. ⁽¹⁰⁾ | Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. ⁽¹⁰⁾ |
| Direct movement to destination (no stop-off). | Stop-off in transit authorized. ⁽⁸⁾ |
| No trip lease authorized. | No trip lease authorized. |
| Exclusive use of vehicle or container with single linehaul. ⁽¹¹⁾ | Dromedary, or other authorized LTL shipping container. ⁽¹¹⁾ |
| Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper. ⁽⁹⁾ ⁽¹³⁾ Seal numbers will be annotated on the BL. | Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper. ⁽⁹⁾ ⁽¹³⁾ Seal numbers will be annotated on the BL. |
| Prior approval for each shipment by Service/DOD Agency Operations Center or other designated crisis response activity. ⁽¹²⁾ | Prior approval for each shipment by Service/DOD Agency Operations Center or other designated crisis response activity. ⁽¹²⁾ |

Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)

***Notes (pertaining to Figure 205-2.):**

- (1) FPCON referenced herein is defined in Paragraph A.4.
- (2) Regardless of FPCON, shipments of 15 or fewer CAT IV small arms and CAT IV Division 1.4 small arms ammunition with total shipment weight less than 200 lbs may be sent via DOD CIS. Shipments of 15 or fewer CAT IV small arms may be sent via registered mail. Shipments of CAT IV Division 1.4 small arms ammunition may be transported via the DOD BPA awarded-carriers under the GSA schedule within the contract's size and weight limitations. LTL (non-DROM) shipments of UNCAT Division 1.4S items may be shipped as FAK (Items 115/116 of MTMC Freight Traffic Rules Publication 1B apply). TL and DROM Shipments of UNCAT Division 1.4 (all compatibility groups) will be shipped the same as CAT IV. Ammunition and explosives items assigned Controlled Inventory Item Code (CIIC) C (Confidential) will be shipped the same as CAT III (Exception: Redeye Tactical Missile System CIIC C will be shipped as CAT I).
- (3) The second means of communication may be a cellular phone, Citizen Band radio or radio telephone network.
- (4) Dual drivers must always be used regardless of distance, including local terminal runs (No Single Drivers). Drivers will use a Signature and Tally Record.
- (5) SEV is described in Paragraph O.6.
- (6) Carriers may conduct stops in-transit or at destination. Stops at other than approved carrier terminals or DOD installations/activities (according to CAT and FPCON requirements) must be limited to four hours and conducted IAW 49 CFR for operational reasons, such as fueling, minor maintenance, or driver amenities. Stops should be planned in advance to preclude placing drivers in untenable situations regarding secure holding of shipments. A DOD contractor location is defined as a private industrial facility performing AA&E work or services per the terms of an acquisition agreement with the DOD. The facility must have a sited, Procurement Contracting Officer-approved holding area to accommodate parking of AA&E-laden motor vehicles per DOD 4145.26-M, DOD Contractors' Safety Manual for Ammunition and Explosives. A commercial carrier terminal is defined as a MTMC-approved, privately owned freight terminal used to temporarily park commercial motor vehicles loaded with DOD AA&E. The terminal may also be used to transload DROM containers per MTMC Freight Traffic Rules Publication 1B, Item 48.
- (7) For CAT I and CAT II shipments under all FPCONs and CAT III/IV and UNCAT DIV 1.1, 1.2, 1.3 under FPCON DELTA: Carrier route plans will be prepared IAW 49 CFR Part 397.67(d), Motor Carrier Responsibility for Routing and will be provided by the driver or the carrier's dispatcher to the MTMC carrier assistance Hot Line or MTMC Operations Center in advance of the carrier's departure from origin. Route plans for CAT III/IV/UNCAT Division 1.1, 1.2, and 1.3 ammunition and explosives may be amended by the carrier in-transit to pick up additional shipments or in response to operational contingencies. The carrier dispatcher will provide advance telephonic notice to the MTMC Operations Center prior to making a diversion from the original route plan.
- (8) Carriers may conduct intermediate "stop-off" to deliver shipments. Stop-off should be planned in advance to preclude problems due to NEW limits at intermediate locations.

(9) Other DOD approved seals may be used in addition to bolt seal (NSN 5340-01-260-9935) or cable seal (NSN 5340-00-084-1570). Seal numbers will be annotated on the BL.

(10) Service operations center or designated crisis response activity points of contact as directed by the Service will determine essential shipments. Essential shipments may include those that relate to force generations, training, contingency-related operations, Force Activity Designator (FAD), or are otherwise deemed critical by the requisitioner or inventory control point based on mission requirements.

(11) General packaging requirements for AA&E are defined in 49 CFR Part 173.60, General Packaging Requirements for Explosives, MIL-STD-129, and applicable DOD or Service regulatory packaging requirements.

(12) Service operations center or designated crisis response activity points of contact as directed by the Service.

(13) Application of a shipper seal does not constitute exclusive use. Exclusive use must be annotated on the BL when required.

(14) Commercial driver qualifications/training requirements:

- SECRET Clearance with 5-year reinvestigation.
- Advised in writing of the fact that an individual's clearance may be suspended and/or Commercial Driver Qualification terminated pending results of a Defense Office of Hearing and Appeals under provisions of the NISPOM.
- HAZMAT qualified and trained under DOT Rules (initial and annual follow-up).
- Trained in DOD safety, security, and emergency response rules/requirements (initial and annual follow-up).
- Fully qualified HAZMAT driver over age of 21 with one year HAZMAT experience.
- Carrier-furnished picture ID indicating level of qualification, e.g., PSS.
- Code "9Z" must be entered in the two-digit prioritization field in the Electronic Personnel Security Questionnaire (EPSQ), Version 2.2, which can be found under the Certify-Certify User Form menu <http://www.dss.mil/infoutl/index.htm>.

(15) SEV qualifications/training:

- SECRET clearance with 5-year reinvestigation for DOD contractors or carrier employees; NAC required for DOD civilian/military personnel. DOD civilian employees or military personnel may be required to comply with additional clearance, reliability and trustworthiness criteria IAW applicable Service security regulations.
- When armed, employees and military personnel will be trained and qualified to standards set by the DOD or Service directives or regulations.
- Knowledgeable of hazards, safety precautions, and security aspects of the shipment.
- Knowledgeable of emergency response instructions for the specific commodity(ies) in the shipment.
- Knowledgeable in the operation of satellite monitoring equipment and other emergency communications.

- Knowledgeable of state police emergency numbers along route.
- Aware of telephone numbers for the MTMC Carrier Assistance Hot Line and Operations Center telephone numbers and all secure holding areas along the route.
- Carrier-furnished picture ID indicating level of qualification, e.g., SEV.
- Code “9Z” must be entered in the two-digit prioritization field in the EPSQ, Version 2.2, which can be found under the Certify-Certify User Form menu
<http://www.dss.mil/infoutl/index.htm>.

Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont’d)Rail (Carload)

ALL FPCONS

| CATEGORY I | CATEGORY II | CATEGORY III, IV, UNCAT CLASS 1.1 -1.3 EXPLOSIVES |
|--|---|--|
| 1. ARG. (See Note 3.) | 1. RIS. (See Note 2.) | 1. RIS. (See Note 2.) |
| 2. MTX. (See Note 2.) | 2. MTX. (See Note 2.) | 2. MTX. (See Note 2.) |
| 3. Locked and Sealed by Shipper. (See Note 1.) | 3. Locked and Sealed by Shipper. (See Note 1.) | 3. Locked and Sealed by Shipper. (See Note 1.) |
| 4. Immediate Notification to Consignee of Delivery. | 4. Immediate Notification to Consignee of Delivery. | 4. Immediate Notification to Consignee of Delivery. |
| 5. Use Appropriate Category I Motor for any Associated Motor Movement. | 5. Use Appropriate Category II Motor for any Associated Motor Movement. | 5. Use Appropriate Category III Motor for any Associated Motor Movement. |
| 6. Single-Linehaul Required. | 6. Use Load Driver Doors when Available. | |

ARG = Rail Armed Guard Surveillance Service

RIS = Rail Inspection Service

MTX = Military Expediting Service (A Tracking & Reporting Service)

Notes:

1. Includes use of upper rail lock.
2. In the case of RIS and MTX, the shipper must report rail car initials and numbers, e.g., DODX 40.000, to the MTMC Operations Center.
3. DOD, DOD Contract, or Rail Police-armed dedicated escort.

Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont’d)

Container on Flat Car (COFC)

ALL FPCONS

| CATEGORY I | CATEGORY II | CATEGORY III, IV, UNCAT CLASS 1.1 -1.3 EXPLOSIVES |
|--|--|---|
| 1. Locked and Seal Authorized ARG. | 1. Locked and Seal Authorized RIS. | 1. Locked and Seal Authorized RIS. |
| 2. In Motor Phase, use Category I Motor Security. | 2. In Motor Phase, use Category II. | 2. In Motor Phase, use appropriate Motor Security. |
| 3. Use only approved shipping containers, e.g., MILVAN/ SEAVAN, and place on rail car door-to-door to prevent unauthorized access. | 3. Use only approved shipping containers, e.g., MILVAN/ SEAVAN, and place on rail car door-to-door to prevent unauthorized access. | 3. Use only approved shipping containers, e.g., MILVAN/SEAVAN, and place on rail car door-to-door to prevent unauthorized access. |

Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)

Air
ALL FPCONS

| CATEGORY I | CATEGORY II | CATEGORY III, IV, UNCAT CLASS 1.1 - 1.3 EXPLOSIVES |
|---|---|--|
| 1.Shipments by air freight, air taxi, or AMC. | 1.CIS. | 1. CIS. |
| 2.SNS and DDN while aircraft on ground at commercial airports. | 2. Shipments by air freight, air taxi, or AMC. | 2. Shipments by air freight, air taxi, or AMC. |
| 3. Shipper escort to carrier and immediate pickup at destination. | 3. Shipper escort to carrier and immediate pickup at destination. | 3. Shipper escort to carrier and immediate pickup at destination. |
| 4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and sealed is required. | 4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and sealed is required. | 4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/ locked and sealed is required. |
| 5. Seals applied by Shipper. (See Notes 1 and 2.) | 5. Seals applied by Shipper. (See Notes 1 and 2.) | 5. Seals applied by Shipper. (See Notes 1 and 2.) |

Notes:

1. Air carriers providing pickup and delivery service by motor must comply with all applicable security requirements during the motor phase as the category shipped. All applicable protective services must be contained in their uniform tender on file at MTMC. See Paragraph O.1.a.(4).
2. On military installations, armed guard surveillance and escort responsibilities may be assumed by the installation commander based on local command policies.

Water
ALL FPCONS

| CATEGORY I | CATEGORY II | CATEGORY III, IV, UNCAT CLASS 1.1 - 1.3 EXPLOSIVES |
|--|--|---|
| 1. SNS with DDN to POE and from POD with written receipt from ship's officer at POE and written release to carrier at POD. | 1. Written receipt from ship's officer at POE and written release to carrier at POD. | 1. Written receipt from ship's officer at POE and written release to carrier at POD. |
| 2. Pier service only. | 2. Pier service only. | 2. Pier service only. |
| 3. US flag with direct voyage where feasible. | 3. US flag with direct voyage where feasible. | 3. US flag with direct voyage where feasible. |
| 4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops. | 4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops. | 4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops. |
| 5. Cargo stowed so as to be inaccessible or checked at least once each eight hours by ship's officers. | 5. Cargo stowed so as to be inaccessible or checked at least once each eight hours by ship's officers. | 5. Cargo stowed so as to be inaccessible or under general observations of ship's officers. |

Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)

Examples of AA&E Shipment Categories

| | | |
|----------------------------------|---|---|
| CATEGORY I EXAMPLES | MISSILES AND ROCKETS Non-nuclear missiles and rockets in a ready to fire configuration, e.g., Hamlet, Redeye, Stinger, Dragon, LAW, Viper. Also where launcher tube and explosive round for missiles are jointly transported though not ready to fire. | AMMUNITION AND EXPLOSIVES Explosive complete rounds for Category I missiles and rockets. |
| CATEGORY II EXAMPLES | ARMS Light automatic weapons up to and including .50 caliber and 40mm MK 19 machine guns. Weapon components such as silencers, mufflers, and noise suppression devices will be treated as Category II items. | AMMUNITION AND EXPLOSIVES Grenades, high explosives, white, and phosphorus. Mines, anti-tank, anti personnel (unpacked weight of 50 lbs or less each). Explosives used in demolition operation, e.g., C-4, military dynamite, TNT, etc. Warheads for sensitive missiles and rockets weighing less than 50 pounds each. The binary intermediates "DF" and "QL" when stored separately from each other and from the binary chemical munitions bodies in which they are intended to be employed. |
| CATEGORY III EXAMPLES | ARMS Launch tube and gripstock for Stinger Missile. Launch tube, sight assembly and gripstock for Hamlet and Redeye missions. Tracker for Dragon missiles. Mortar tubes excluding the 4.2. Grenade launchers. Rocket and missile launchers, unpacked weight of 100 lbs or less. Flame throwers. Launcher and/or missile guidance set and/or optical sight for TOW missile. | AMMUNITION AND EXPLOSIVES Ammunition, .50 caliber and larger, with explosive filled projectile (unpacked weight of 100 pounds or less each). Grenades, incendiary and grenade fuses. Blasting caps. Detonating cord. Supplementary charges. Bulk explosives. Warheads for sensitive missiles and rockets weighing more than 50 pounds, but less than 100 pounds each. |
| CATEGORY IV EXAMPLES | ARMS Shoulder fired weapons, other than grenade launchers, not fully automatic. Handguns. Recoilless rifles up to and including 106mm. | AMMUNITION AND EXPLOSIVES Ammunition with nonexplosive projectile (unpacked weight of 100 lbs or less each). Fuses, except for grenade fuses. Grenades, illumination, smoke, or practice, CS/CN (tear producing). Incendiary destroyers. Riot control agents, 100-lb pkg or less. Ammunition for Categories II, III, IV weapons, not otherwise categorized. Explosive compounds of sensitive missiles and rockets (except warheads). Warheads for precision-guided munitions (PGM) weighing more than 50 pounds (unpacked weight). |

Figure 205-3. Examples of AA&E Shipment Categories

Minimum Security Standards for Classified Material
Motor

| Secret | Confidential |
|---|---|
| 1. TL | 1. TL |
| a. PSS (See Note 2.) | a. CIS (See Note 2.) |
| b. Routing by MTMC Operations Center. | b. Closed and locked vehicle. |
| c. Closed and locked vehicle with exclusive use. | c. Single-linehaul preferred. |
| d. Single-linehaul required. | d. Trip lease not authorized. |
| e. Trip lease not authorized. | e. Sealed by shipper. |
| f. Sealed by shipper. | |
| 2. LTL | 2. LTL |
| a. PSS (See Note 2.) | a. CIS (See Note 2.) |
| b. CONEX, dromedary, or similar container authorized with exclusive use container. | b. CONEX, dromedary, or similar container authorized. |
| c. Routing by MTMC Operations Center. | c. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See Note 1.) |
| d. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See Note 1.) | d. Packaged so as to not reveal classified nature of shipment. (See Note 2.) |
| e. Packaged so as to not reveal classified nature of shipment. (See Note 2.) | e. Trip lease not authorized. |
| f. Trip lease not authorized. | |

Air

| Secret | Confidential |
|--|--|
| a. PSS (See Note 2.) | a. CIS (See Note 2.) |
| b. Routing by MTMC Operations Center. | b. Shipment by air freight, air taxi, or AMC. |
| c. Material in secure storage compartment or in a shipper-sealed, locked, safe-like container. (See Note 3.) | c. Shipper escort to carrier and immediate pickup at destination. |
| d. Shipper escort to carrier and immediate pickup at destination. | d. Containers banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and shipper sealed. |
| e. Packaged so as to not reveal classified nature of shipment. | e. Container seals applied by shipper. |
| | f. Packaged so as to not reveal classified nature of shipment. |

Notes:

1. Classified material is not normally transported by rail or water. In the event such movement is required, PSS applies for SECRET shipments and DOD CIS or equivalent must be provided for CONFIDENTIAL shipments.
2. Air carrier providing pickup and delivery service by motor vehicle must comply with all applicable security requirements during the motor phase.
3. Specific criteria for construction of classified material air containers are contained in Chapter VIII, DOD 5200.1-R.

Figure 205-4. Minimum Security Standards for Classified Material

| | | | |
|---|---|--|--------------------------------|
| SIGNATURE AND TALLY RECORD (See DoD 4500.9-R for guidance) (Use of equivalent carrier-furnished signature and tally record is acceptable.) | | Form Approved OMB No. 0702-0027 | |
| The public reporting burden for this collection of information is estimated to average 3 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0702-0027), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. | | | |
| PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ADDRESS. RETURN COMPLETED FORM AS DIRECTED IN THE DISTRIBUTION INSTRUCTIONS BELOW. | | | |
| DISTRIBUTION INSTRUCTIONS | | | |
| (1) The SHIPPER will print two copies, retain one copy and give one to the Origin Carrier. (2) The ORIGIN CARRIER will deliver one copy with original signatures to the Destination Carrier. (3) The DESTINATION CARRIER will attach one copy (reflecting all original signatures) and Standard Form 1113, Public Voucher for Transportation Charges, to the original Government Bill of Lading and forward for payment. Reproduced completed copy of DD Form 1907 will be delivered to the Consignee and one will be retained. (4) The CONSIGNEE will ensure Destination Carrier surrenders a reproduced copy of completed form with all signatures. | | | |
| SECTION I - TO BE COMPLETED BY THE SHIPPER | | | |
| 1a. SHIPPER NAME | | b. ORIGIN | |
| 2. PROTECTIVE SERVICE REQUESTED | | 3. GBL OR CBL NUMBER | |
| 4a. CONSIGNEE NAME | | b. DESTINATION | |
| 5. PERMIT NUMBER (If any) | | 6. TRANSPORTATION CONTROL NUMBER | |
| 7. ROUTING | 8. WEIGHT | 9. CUBE | |
| 10. SPECIAL INSTRUCTIONS | | 11. DATE SHIPMENT TENDERED TO CARRIER (YYYYMMDD) | |
| 12. NAME OF CARRIER | | 13. NUMBER OF PIECES | |
| 14. TYPE OF PACKAGE(S) (For unsealed loads only) OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS (For sealed loads only) | | 15. FREIGHT CLASSIFICATION DESCRIPTION | |
| SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT | | | |
| 16. CUSTODY RECORD | | | |
| PRINT NAME OF PERSON AND COMPANY REPRESENTED a. | STATION INTERCHANGE POINT DESTINATION b. | SIGNATURE OF PERSON ACCEPTING CUSTODY c. | TIME ACCEPTED d. |
| | | | DATE ACCEPTED (YYYYMMDD) e. |
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DD FORM 1907, MAY 2000

PREVIOUS EDITION IS OBSOLETE.

Figure 205-5. DD Form 1907, Signature and Tally Record

SECURITY STANDARDS FOR SECURE HOLDING AREAS FOR AA&E ON AN INSTALLATION OR CONTRACTOR FACILITY

1. Minimum physical security standards for secure holding of CAT III/IV and UNCAT HD 1.1, 1.2, and 1.3 AA&E at DOD installations or DOD contractor facilities are as follows:

a. Incorporate the secure holding area into the comprehensive facility security plan, approved by the installation commander or facility director and revalidated by periodic scheduled and no-notice inspections as detailed in the plan. Include a detailed security diagram of the secure holding area showing controlled and restricted areas, security force locations, and locations of IDS and CCTV, as appropriate. Address the specifics as to the area's implementation of the below standards. Components include:

- (1) Access control.
- (2) Guard force standards, qualification, training, equipment.
- (3) Perimeter fencing.
- (4) Lighting.
- (5) Barriers at entry control points, e.g., jersey concrete barriers, etc. for FPCON CHARLIE and DELTA.
- (6) Key and lock control.
- (7) Emergency communications.
- (8) Emergency power.
- (9) Emergency response forces.
- (10) Response plan for terrorism/criminal threats or other emergencies.

b. General. AA&E will be afforded double barrier protection. Secure holding areas will have access controlled and be within an area surrounded by a perimeter fence to limit access (perimeter fence may be the installation/facility boundary fence). For situations in which the guard does not have direct unobstructed view of the entire secure holding area, it will have an IDS or CCTV system to provide added security.

Figure 205-6. Security Standards for Secure Holding Areas for AA&E on an Installation or Contractor Facility

c. **Warning Signs.** Warning signs will be posted for the secure holding area where they can be easily seen and understood by anyone approaching it. In areas where English is one of two or more languages commonly spoken, warning signs will contain the local language in addition to English. The wording of the signs will denote warning of a controlled area. Warning signs will be posted at intervals not to exceed 100 feet.

d. **Access Control.** The installation commander or facility director will establish strict personnel and vehicle access measures for the secure holding area. Procedures will be IAW Service security regulations.

e. **Fencing.** Where used to delineate a secure holding area, all fencing will be IAW Service security standards.

f. **Lighting.** Protective lighting will be provided to discourage or deter attempts by intruders, make detection likely if entry is attempted and prevent glare that may temporarily blind guards. Security lighting will be automatically timed and controlled to provide illumination from dusk until dawn. Lighting will not unnecessarily expose/silhouette guards or other personnel to targeting by criminal/terrorist elements. Lighting will illuminate the area beyond the perimeter to the outer edge of the clear zone that extends 25 feet beyond the secure holding area. The installation commander or facility director will insure a professional lighting survey is conducted for each facility, and a lighting plan will be approved by the commander or director as a part of the overall plan.

g. **Power.** Primary and alternate power sources will be identified. The primary source may be installation power or a local public utility. An alternate source will be provided to start automatically upon failure of the primary power, adequate to power the entire lighting system. It will be equipped with adequate fuel storage and supply, be periodically tested under load to ensure effectiveness and located within a controlled area for additional security. All electrical cabling and telephone lines within 10 feet of the ground will be encased in metal conduit to preclude lines from being manipulated/cut.

h. **Key and Lock Control.** A formal key and lock control system will be established per Service guidelines.

i. **Communications.** Communications will provide a means of alerting local law enforcement and/or emergency response forces to the presence of intruders immediately. The area manager will identify and coordinate with the backup force capability. The area will have a duress system that is linked to the security force to report emergencies.

Figure 205-6. Security Standards for Secure Holding Areas for AA&E on an Installation or Contractor Facility (Cont'd)

j. Guards. Guard patrols will check secure holding areas at a minimum interval of once each hour. The guard force will provide around-the-clock coverage. The guards will be professionals, normally members of an existing installation/facility security force. They will be aware of the location and nature of classified, hazardous and sensitive equipment or material in the holding area. Security force personnel will be provided with equipment necessary to accomplish the security mission. Guards will have a direct communications link to either their HQs or commercial security service dispatcher at all times in case of emergency. Hourly communications checks will be performed after normal working hours. Additionally, they will be provided with a reliable secondary means of communication when conducting security checks/patrols of the surroundings.

2. Additional Minimum Physical Security Standards for Secure Holding of CAT I and II AA&E.

a. Dedicated, 24-hour surveillance by a guard or IDS/CCTV coverage will be expanded to include the secure holding area.

b. Vehicle undercarriage inspections will be performed on all inbound traffic entering the secure holding area, if not already checked as a part of installation entry procedures.

c. Coordination will be made with local, county or state law enforcement to provide additional security, including back-up forces, during higher FPCONs, as required.

3. Protection for Classified Shipments. Classified SECRET shipments will be afforded the same physical security protection as for CAT I and II AA&E. Classified CONFIDENTIAL or CCI shipments will be provided the same security as CAT III/IV/UNCAT Hazard Class/Division 1.1, 1.2, and 1.3 AA&E.

Figure 205-6. Security Standards for Secure Holding Areas for AA&E on an Installation or Contractor Facility (Cont'd)

| | | | | | |
|--|--|--------------------------------|---------------------------|--------------------------------|--------------------|
| ITEM NOMENCLATURE (1) | | NET QUANTITY PER PACKAGE (2) | | TRANSPORTATION CONTROL NO. (3) | |
| | | CONSIGNMENT GROSS WEIGHT (4) | | DESTINATION (5) | |
| SUPPLEMENTAL INFORMATION (6) | | | | | LOAD STORAGE GROUP |
| | | | | | FLASH POINT |
| This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to the applicable regulations of the Dept of Transportation. THIS IS A MILITARY SHIPMENT! <i>(Complete applicable blocks below)</i> | | | | | |
| | This shipment is within the limitations prescribed for PASSENGER AIRCRAFT/CARGO AIRCRAFT ONLY (Delete non-applicable aircraft) | | ATA/IATA/IMCO REGULATIONS | | |
| | | | 49 CFR | PARAGRAPH | EXEMPTION |
| | | | | 173.7(a) | DOT-E 7573 |
| ADDRESS OF SHIPPER | | TYPED NAME, SIGNATURE AND DATE | | | |
| DD FORM 1387-2, JUN 86 Form Approved/OMB No. 0704-0188 <div style="text-align: center;"> Previous editions are obsolete. SPECIAL HANDLING DATA/CERTIFICATION </div> | | | | | |

Figure 205-7. DD Form 1387-2, Special Handling Data/Certification

| | | |
|--|----------------------|--|
| TRANSPORTATION CONTROL NUMBER | NOMENCLATURE OF ITEM | SPECIAL HANDLING DATA/ CERTIFICATION CONTINUATION SHEET |
| DESTINATION | | |
| HANDLING INSTRUCTIONS | | |
| DD FORM 1387-2C, JUN 86 (EG) Form Approved. OMB No. 0704-0188 <div style="text-align: center;"> Previous editions are obsolete. </div> | | |

Figure 205-7. DD Form 1387-2, Special Handling Data/Certification (Cont'd)

Instructions for Completing the DD Form 1387-2 Classified Shipments

1. If the material shipped is classified, the following procedures apply:

a. If none of the information entered in the Blocks on the form is classified, four copies of the form will be completed.

b. If the information to be entered on the form is classified, then prepare and distribute the form as follows. One copy is completed in detail, including essential classified data. This copy will be signed. The completed and signed form will be forwarded to the air terminal IAW appropriate security regulations and instructions and will be attached to the air manifest. Three additional copies of the form must be prepared reflecting "See Aircraft Commander's copy" and "Protective Service Required" in Block 6. Blocks 3, 4, and 5 will also be completed. The remainder of the form will be left blank. The form will be placed in a waterproof envelope and attached to the number one container of the shipment unit.

c. If any of the data entered on the DD Form 1387-2 is classified when the form is attached to the air manifest, then the air manifest takes the same degree of classification. The air manifest remains classified until the classified form is detached and handled IAW appropriate security regulations and instructions.

d. If the material shipped is classified, the following procedure applies. All four copies of the form will reflect the degree of TPS protection. (Notes 1 and 2.)

Note 1. Shipments of classified will include one or more types of sensitive cargo. Block 6 of the DD Form 1387-2 will include one or more of the required transportation protective service categories as required by the DTR, for example:

- Armed Guard Surveillance
- DOD Constant Surveillance
- Dual Driver Protective Service
- Greater Security, e.g., RIS
- Motor Surveillance Service
- Security Escort Service
- Signature and Tally Record
- Rail Inspection Service
- Satellite Surveillance

Note 2. For shipments requiring other special services while in-transit, enter the appropriate instructions in Block 6, for example:

- Protect From Freezing
- Protect From Heat
- Air Ride Equipment Required

Figure 205-8. Instructions for Completing the DD Form 1387-2

ANSI X.12 to DOD Code Conversion Table

| <u>Protective Service</u> | <u>ANSI Code</u> | <u>DOD Code</u> |
|---|-------------------------|------------------------|
| DOD Constant Surveillance | CIS | CS |
| Dual Driver Protective Service | DDP | DD |
| Dual Driver Protective Service with NAC | DDN | DN |
| Protective Security Service | PSS | PS |
| Security Escort Vehicle Service | SEV | SE |
| Motor Surveillance Service | MVS/MNS | MS |
| DTTS Satellite Motor Surveillance Service | SNS | SM |
| Signature and Tally Record | 675 | ST |
| Rail Armed Guard Service | ARG | RG |
| Rail Surveillance | RMS | RS |
| Rail Inspection | RIS | RI |

(Three-digit code is ANSI X.12) (Two-digit code is DOD)

Figure 205-9. ANSI X.12 to DOD Code Conversion Table

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